

JUL 22 1985

INTERNATIONAL  
AIRPORT

## TRANSMITTAL FORM

To: Boeing Field/King County  
International Airport  
Department of Public Works  
P.O. Box 80245  
Seattle, WA 98108

Date: 7/10/85 Job No: 874-01  
 Attn: Jeffrey Winter  
 Job Title: Boeing, Power Plant  
Drainage Improvements

No. of Copies	Description
1	July 9, 1985 Meeting Summary

☐ For Your Information ☐ For Your Signature  
☐ For Your Approval

Remarks: Jeff, I would like to thank you for meeting with me yesterday  
to discuss and resolve a flooding problem at the north end of Boeing Field.  
Attached is a summary of our meeting which I trust accurately summarizes  
the results of that meeting. If you have any questions, comments, additions,  
or corrections, please call at your earliest convenience. I can be reached  
at 443-5354.

Preliminary design drawings of the pipe line route are now being developed.  
A formal submittal will be made by Boeing to your office in the near future  
for King County's approval.

cc: Phil Roppo, Jerry Crane, Jack Bies Signed: Douglas D. Genzlinger

Douglas D. Genzlinger, P.E.  
Project Engineer

ROUTE

DS B  
 IF W  
 JW W  
 KD W  
 File

KCM

1917 First Avenue, Seattle, Washington 98101-1027

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SEA410903

## MINUTES OF MEETING

BOEING, Power Plant Drainage Improvements

Job No. 874-01

July 9, 1985

Location: King County Airport, Department of Public Works

Attendees: Jeff Winter, King County Airport Engineer  
Doug Genzlinger, KCM

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The purpose of this meeting was to discuss solutions to the flooding problem at Boeing Power Plant Test Area Buildings, 3-318 and 3-319. The following is a summary of the items discussed.

1. Doug described possible solutions to help solve the flooding problem. They are:
  - A. Change 24-inch storm drain pipe to 30-inch diameter from manhole in center of East Marginal Way to manhole SD-B1MH.
  - B. Separate "A" and "B" drainage lines from point of combination to the Duwamish River.
  - C. Divert storm drain flow from drainage line "A" to the North King County Pump Station. This option eliminates tide influence by providing a flap gate or plug on the downstream line.
2. The maximum flood reoccurrence should be better than 2 to 3 years by option C.
3. Boeing and KCM prefer option C. King County concurs with option C except drainage flow from line "B" should also be diverted to the pump station. A plug should be provided on each of the downstream lines.

Picking up "B" line flow should eliminate some flooding problems experienced in the past on the east side of the runway.
4. Boeing would assume the capital costs for the new drain line(s) to the pump station and King County would continue to assume the O & M costs for the pump station and drain line system.

Prepared by Doug Genzlinger *dg*

cc: Jeff Winter, King County  
Jack Bies, Boeing  
Jerry Crane, Boeing  
Phil Roppo, KCM  
Steve Wagner, KCM